

PROPOSED AMENDMENTS TO THE  
*FIRE, RESCUE, AND*  
*EMERGENCY MEDICAL SERVICES*  
*MASTER PLAN*

ADOPTED BY THE  
MONTGOMERY COUNTY  
FIRE AND RESCUE COMMISSION  
OCTOBER 14, 1999

## TABLE OF CONTENTS

	<u>Page</u>
Resolution FY00-02	2
Summary of Proposed Amendments	4
Proposed Amendments	
- Amendment 1	5
- Amendment 2	9
- Amendment 3	10
- Amendment 4	11
- Amendment 5	26
- Amendment 6	34

Resolution No: FY 00-02  
Introduced: September 9, 1999  
Adopted: October 14, 1999

FIRE AND RESCUE COMMISSION  
MONTGOMERY COUNTY, MARYLAND

Subject: Adoption of Proposed Amendments to the *Fire, Rescue, and  
Emergency Medical Services Master Plan (dated October, 1994)*

Background

1. On August 11, 1999, the Fire Administrator approved for distribution the Phase 1 Draft Report of the Station Location and Resource Allocation Work Group titled "Need For Up-County Fire-Rescue Resource Enhancements."
2. On September 9, 1999, the Fire and Rescue Commission received a set of proposed amendments to the *Fire, Rescue, and Emergency Medical Services Master Plan*. The amendments, if adopted by the County Council, would provide the basis for implementing the recommendations proposed in the Phase 1 Report.
3. On August 30, 1999, the Fire Administrator approved for public distribution the proposed amendments to the Master Plan.
4. The proposed amendments (attached), including a summary, were distributed for review and comment on August 30, 1999. The proposed amendments were distributed to Fire and Rescue Service organizations, applicable County departments and agencies, public libraries, and up-county civic and business organizations. They were also posted on the Fire-Rescue Web Site within the County's World Wide Web Site on the Internet.
5. On September 30, 1999, a Public Hearing was held to provide the public the opportunity to voice their comments concerning the proposed Master Plan amendments. October 7, 1999 was established as the deadline for receipt of comments for the Public Record.
6. A summary of the Public Record was provided to the Fire and Rescue Commission at the October 14, 1999, Commission meeting, along with proposed amendments to the Master Plan. Two changes have been made to the amendments as originally proposed by the Fire Administrator -- an addendum to Amendment #1 addressing urban, suburban, and rural response time goals (presented at the Public Hearing) and a revision to Amendment #3 per motion passed at the October 14, 1999, Commission meeting.

### Action

The Fire and Rescue Commission for Montgomery County, Maryland hereby resolves:

1. The proposed amendments (attached) to the *Fire, Rescue, and Emergency Medical Services Master Plan* are adopted.
2. This action is subject to applicable collective bargaining procedures.
3. This is a correct copy of Fire and Rescue Commission action.
4. The effective date of this action is November 1, 1999.

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Gordon A. Aoyagi  
Chairman

Attachment

## **SUMMARY OF PROPOSED AMENDMENTS TO THE *FIRE, RESCUE, AND EMERGENCY MEDICAL SERVICES MASTER PLAN***

### **Amendment #1:**

Establishes county-wide response time goals for fire and rescue incidents, including density-related goals for urban, suburban and rural areas.

### **Amendment #2:**

Revises Fire and Rescue Service priorities for the Capital Improvements Program (CIP) for existing station replacement/renovation and new station construction.

### **Amendment #3:**

Revises Recommendation K-2.1 concerning the disposition of Hyattstown Station 9. The amendment proposes the continued operation of Hyattstown Station 9, assignment of the new Clarksburg station to the Hyattstown Volunteer Fire Department, and redeployment of equipment from Station 9 to the Clarksburg station.

### **Amendment #4:**

Updates the Interstate-270 Corridor Fire-Rescue Planning Area section, including recommendations to build new (additional) stations in west Germantown, east Germantown, and Clarksburg.

### **Amendment #5:**

Updates the Potomac Fire-Rescue Planning Area section, including a recommendation to build a new (additional) station in the Travilah-Shady Grove vicinity.

### **Amendment #6:**

Revises Appendix A, which lists all Master Plan recommendations, to reflect changes brought about by Amendments 3, 4, and 5 above.



3. Fire and rescue units should reach cardiac arrest patients within 4 to 6 minutes to initiate CPR or defibrillation and within 8 minutes to provide advanced life support to provide the patient with the best chance of recovery.
4. Firefighters should apply water to a spreading fire inside a room, generally, within 5 to 9 minutes of ignition to prevent flashover.
5. In the 1970s, the Rand Institute conducted a response time study involving New York City Fire Department apparatus. The study's findings showed that the NYCFD apparatus traveled at an average "cruising speed" of 39.2 mph. following the initial 0.5 mile of the response route when the units were accelerating to that cruising speed. The study is widely accepted throughout the nation, and similar results have been replicated in municipalities of varying sizes elsewhere in the United States.

### Response Time Goals for Urban, Suburban and Rural Areas

Supplementary to the county-wide response time goals adopted by the Fire and Rescue Commission in July, 1998, are a set of goals that match response times to population density. When analyzing projected population density throughout the county for 2015, it is readily apparent that density varies considerably when moving from Silver Spring, Takoma Park and Bethesda, through Kensington, Rockville, Gaithersburg, Germantown and Clarksburg, to rural areas in the western, northern and northeastern areas of the county. Upon analysis of all areas of the county and associated population densities, three distinct density zones emerge – Urban, Suburban, and Rural.

#### **Urban Zone**

The Urban Zone covers about one quarter of the land area in the county and approximately half of the county's population. It includes most of the down-county, including Silver Spring, Takoma Park, Hillandale, Wheaton, Kensington, Bethesda, North Bethesda, and portions of Burtonsville, Rockville, Glen Echo, and Cabin John. The average density within this zone is 6720 persons per square mile. Given the fact that this area has the highest projected density for 2015 in the county and about half the county's 2015 population, a reasonable set of response time goals for this area is as follows:

- To provide a 6-minute ambulance or engine response to 85% of the population, and
- To provide an 8-minute medic unit response to 95% of the population

The FRC response time goals for special service units and full box alarm assignments remain unchanged as they relate to the Urban Zone.

## **Suburban Zone**

The Suburban Zone covers slightly more than one quarter of the land area in the county and about 40% of the county's population. It includes most of the central portion of the county, including Gaithersburg, Montgomery Village, Germantown, Derwood, and most of Rockville and Olney. Also included are Clarksburg, Poolesville, and portions of Cabin John, Potomac, North Potomac, Damascus, Burtonsville, Layhill, and Colesville. The average density within this zone is 3484 persons per square mile. Given the fact that this area has the second highest projected density for 2015 in the county and about 40% of the county's 2015 population, a reasonable set of response time goals for this area is as follows:

- To provide a 6-minute ambulance or engine response to 65% of the population, and
- To provide an 8-minute medic unit response to 90% of the population

The FRC response time goals for special service units and full box alarm assignments remain unchanged as they relate to the Suburban Zone.

## **Rural Zone**

The Rural Zone covers nearly half of the land area in the county but less than 10% of the county's population. It essentially includes the area within the Agricultural Reserve as well as a few fringe areas approaching suburban areas. The average density within this zone is less than 500 persons per square mile. Given the fact that this area has the lowest projected density for 2015 in the county and less than 10% of the county's 2015 population, a reasonable set of response time goals for this area is as follows:

- To provide a 6-minute ambulance or engine response to 25% of the population, and
- To provide an 8-minute medic unit response to 50% of the population

The FRC response time goals for special service units and full box alarm assignments remain unchanged as they relate to the Rural Zone.

The urban, suburban and rural response time goals (summarized in table below) further refine the county-wide goals adopted by the FRC pertaining to response time of first-due ambulances, medic units and engines. In conjunction with the county-wide goals, the urban, suburban and rural goals will allow the Fire and Rescue Service to better allocate its resources to meet the needs of the public throughout areas of varying density in the county. The creation of urban, suburban and rural response time goals also brings the Fire and Rescue Service in compliance with Recommendation B.2-3 of the Master Plan which calls for the development of "maximum acceptable response times for different areas of the County."



### Urban, Suburban and Rural Response Time Goals

Response Goal	Percent of Urban Population	Percent of Suburban Population	Percent of Rural Population
6-min. Ambulance	85%	65%	25%
6-min. Engine	85%	65%	25%
8-min. Medic Unit	95%	90%	50%

**AMENDMENT #2:** Replace the table on page 63 with the following table:

<b>Priorities for Fire-Rescue Station Capital Improvements</b>	
Station	Planning Area
<u>Replacement/Renovation</u>	
Kensington Station 5 *	Georgia Avenue
Silver Spring Station 1 *	Down County
Takoma Park Station 2 *	Down County
Sandy Spring Station 4 *	Route 29
Cabin John Park Station 30	Potomac
<u>New Construction</u>	
West Germantown Station	I-270 Corridor
East Germantown Station	I-270 Corridor
Clarksburg Station	I-270 Corridor
Travilah-Shady Grove Station	Potomac

\* Existing Capital Improvements Program (CIP) Project

AMENDMENT # 3: Amend Section K.2 Facilities section of the Damascus Fire and Rescue Planning Area on pages 94-95 to read as follows:

Facilities

Two fire stations are located in the Damascus Fire and Rescue Planning Area, Hyattstown Station 9 and Damascus Station 13.

Damascus Fire-Rescue Planning Area Fire Stations

NOTE: Chart is retained

**RECOMMENDATION K-2.1:** Continued operation of Hyattstown Station 9 by providing County staffing to the Hyattstown Volunteer Fire Department, and to assign the new Clarksburg station to the Hyattstown Volunteer Fire Department. The complement of apparatus at the Clarksburg station would include re-deployed equipment from the Hyattstown Volunteer Fire Department. Resource allocation for the operation of Station 9 and the Clarksburg station, as with any County station within the Fire Rescue Service, will be consistent with the continuing need for the fire and rescue services.

AMENDMENT #4: Amend Part K-5, I-270 Corridor Fire-Rescue Planning Area, on pages 111-118, to read as follows:

## 5. I-270 CORRIDOR FIRE-RESCUE PLANNING AREA

### **Introduction**

The I-270 Corridor Fire-Rescue Planning Area includes the Maryland-National Capital Park and Planning Commission master plan areas of Clarksburg (13), Germantown (19), Gaithersburg Vicinity (20), City of Gaithersburg (21), Rockville (26), and North Bethesda (30). The area, which is dominated by the incorporated municipalities of Gaithersburg and Rockville, encompasses 86.0 square miles. It is generally bordered by Rock Creek, Redland Road, Maryland Routes 115 and 124, Warfield Road and Ridge Road to the east, Piedmont Road and Comus Road to the north, Slidell Road, Maryland Routes 117 and 28, the city limits of Rockville and the I-270 Spur to the west, and the Capital Beltway (I-495) to the south.

#### **I-270 Corridor Fire-Rescue Planning Area**

Note: Map is retained

### **Community Demographics**

Present population in the I-270 Corridor Planning Area, as well as population forecasts, indicate that the Germantown-Gaithersburg area is currently in need of additional fire-rescue resources, and that other areas will require additional resources within the 2005-2010 time frame. While all portions of the planning area are expected to experience population growth, there are four distinct areas (i.e., Germantown, Clarksburg, Rockville, North Potomac) where population increases will be substantial. Demographic features of each of the fire-rescue station areas located within the I-270 Corridor Planning Area are described below.

- **Germantown Station 29's Area:** The call load associated with Station 29's present population of almost 60,000 is challenging current fire-rescue resources, particularly EMS resources. With almost a 50% increase expected by 2015 (90,000+ residents), the anticipated call load in this area points to the need for an additional station, and additional apparatus and personnel, to adequately serve these residents. Because the Kingsview Village located in southwest Germantown will experience the greatest percentage of this increase, and because the adjacent Clopper Village is expected to have a population of almost 21,000 when completed, the logical location for an additional station is in southwest Germantown. The other portion of Germantown

that will require a fire-rescue station is the area east of I-270. This eastern portion of Germantown is composed of Neelsville Village, Middlebrook Village, and the eastern portion of the Employment Corridor. The Neelsville Village, including the Milestone development, will have a projected population of 8400 when completed. The Middlebrook Village is expected to have 13,000 residents when completed, and the eastern portion of the Employment Corridor is projected to have approximately 5000 residents. In addition to these two new stations in east and west Germantown, there is sufficient population in the immediate area of existing Station 29 (i.e., 12,700 in the Churchill Village) to warrant continued operation of this station, although with a reduction in apparatus complement likely.

- **Hyattstown Station 9's Area:** Because Clarksburg's population is expected to reach 15,250 or more by 2015 and eventually top 40,000, the need for placing a station in Clarksburg is clearly evident. [The remainder of Station 9's area falls within other planning areas, therefore additional population figures are not included here.]
- **Gaithersburg-Washington Grove Station 8's Area:** Because the call load associated with the present population of 75,000 in Station 8's area is overwhelming the station's resources, and the population is forecast to increase by another 3900 by 2015, the immediate need for additional fire-rescue resources, particularly EMS resources, in this area should be considered.
- **Rockville Station 3's Area:** Because the population in this area is expected to increase 22% to almost 47,000 by 2015, the need for additional resources should be considered. With most of the increase attributable to the King Farm and Falls Grove developments along the northern and western peripheries of Station 3's area, the need for an additional station, and associated apparatus and personnel, in the vicinity of these two developments is evident.
- **Rockville Station 31's Area:** With the population in this area forecasted to increase from about 50,000 to almost 60,000 by 2015, the need for additional fire-rescue resources should be considered.
- **Gaithersburg Station 28's Area:** Based on an expected population increase of only 3800 by 2015, the need for additional fire-rescue resources is not supported.
- **Laytonsville Station 17's Area:** Because this station area lies within the Agricultural and Rural Open Space Reserve where growth will be limited, and because the present population in this area is not significantly large, the need for additional stations or apparatus is not supported.

## Community Characteristics

### Land Use

The I-270 Corridor Fire-Rescue Planning Area contains a variety of development types, including single family detached homes, townhouses, garden apartments, and highrise buildings; significant retail development (e.g., Lakeforest Mall, White Flint Mall, Neelsville Shopping Center); several MARC and METRO stations; two large recreational parks; and housing clusters of elderly residents in Gaithersburg, the City of Rockville, and North Bethesda. There are nearly 50 employment nodes which, by their composition, are self-contained either by design or by road barriers. While growth and development are occurring throughout much of the I-270 Corridor Planning Area, the most significant growth is taking place in Germantown, Rockville, and Shady Grove areas, and the development of Clarksburg will begin in the immediate future. More detailed discussion of the land uses per sub-area is provided below.

- **Germantown:** Tremendous growth and development will occur between now and 2015 within Germantown. Kingsview Village, to the southwest, will have over 5000 dwelling units (with a population of about 15,200), retail and other commercial buildings, schools, an aquatic/recreational center, and the South Germantown Recreational Park. The 200-acre Germantown Town Center, immediately south and west of Fire Station 29, will include various retail and commercial development, offices, a hotel, cultural arts center, supermarket, restaurants, theaters, transit station, public service facilities, and approximately 1800 multi-family residential units.

On the east side of I-270 are existing and planned residential developments within Middlebrook Village, Neelsville Village, and the northern portion of the Employment Corridor. When completed, the two villages are projected to include approximately 3550 single-family detached dwellings, 2350 townhouse units, and 2000 multi-family units. The northeast section of the Employment Corridor is expected to have about 2500 high density dwelling units. Non-residential land use east of I-270 includes three shopping centers (i.e., Neelsville, Middlebrook Village, and Fox Chapel) and several retail/commercial businesses along Route 355. In addition, the 388-acre portion of the Employment Corridor located east of I-270 will feature a mixture of offices, research facilities, light industry, commercial occupancies, and a transit station, in addition to the 2500 residential units. This portion of the Employment Corridor could employ up to 24,000 persons and include up to 6.6 million square feet of building space.

The Germantown area will require two additional fire-rescue stations, additional EMS and fire suppression units, and additional staff to adequately protect existing and future development and the corresponding population and work force.

- **Clarksburg:** This small rural town in northern Montgomery County will be transformed, within the next 20 years, into a large suburban town of approximately 40,000 residents. When completed, Clarksburg will include a Town Center, Transit Corridor District, and several residential neighborhoods and transition areas. In addition, the Seneca Correctional Facility will be located northwest of the I-270 /Route 121 interchange. Several new major highways and arterial roadways will be constructed, and several existing roadways will be widened, however, some roads will retain their “rustic road” status.

The 635-acre Town Center will consist of retail shops, offices, public service facilities, civic facilities, schools, and about 2600 residential units. The 990-acre Transit Corridor District and Gateway Center is expected to have between 3.3 and 5 million square feet of retail, commercial and office space, as well as 2790 dwelling units. The Gateway Center, itself, is expected to have offices and research and development facilities, totaling 1 million square feet. The Town Center and Transit Corridor will be surrounded by predominantly-residential neighborhoods that are expected to have over 9,000 dwelling units; commercial, retail, and office buildings totaling about 4.4 million square feet; and schools.

To adequately protect Clarksburg’s existing and future development and the corresponding population and work force, a new fire-rescue station is needed within the town limits, equipped with an appropriate configuration of EMS and fire suppression units.

- **Rockville:** The City of Rockville is mostly a mature developed area consisting of single family houses, garden apartments, townhouses, and highrise buildings; county, city, and federal government offices; schools; and significant retail, commercial, and light industrial establishments (e.g., Congressional Plaza, Wintergreen Plaza, College Plaza). Three large development projects on the southern portion of the city contain both residential development, and office complexes. Specific land uses in this area include the Rockville and Twinbrook METRO stations, Montgomery College, a liquefied petroleum gas bulk storage facility, a major underground natural gas storage field, a light industrial park area, a number of public and private schools, and several residential developments, many of which house an aging population.

Several large-scale developments are underway in, or planned for, the northern and western portions of Rockville. The 440-acre King Farm in northern Rockville is expected to contain 3200 dwelling units; 3.0-3.5 million square feet of retail, commercial and office space; schools; parks; and a transitway. The 270-acre Fallsgrove (formerly the “Thomas Farm”) development, located between Key West Avenue and Shady Grove Road, is expected to be a mixed-use development including residential, retail, and office land uses. Fallsgrove is expected to have up to 5100 dwelling units.

**Shady Grove:** The Shady Grove area includes a significant number of office buildings, retail and commercial establishments, and light industrial facilities. Also within this area is the Shady Grove METRO station, Shady Grove Adventist Hospital, Rio Mall, and County Police Headquarters. The existing Shady Grove Life Sciences Center, a research and technology center, is expected to expand over the next 10 years. The 138-acre Banks Farm, located along Route 28/Key West Avenue west of the PSTA, is to be developed into a research campus, containing research and development facilities, 50 university-related residences, and recreational facilities. The 180-acre Crown Farm, located between Fields Road and Key West Avenue, is expected to have 2000 dwelling units and 50,000 square feet of retail space.

- **Gaithersburg-Montgomery Village:** The area consists of the City of Gaithersburg, Montgomery Village, East Village, and Washington Grove. With the exception of southwest portion where the Kentlands and Lakelands are being developed, this area is mostly developed. The area consists of a wide variety of land uses, including single family detached homes, townhouses, garden apartments, and a few highrise buildings, and significant retail and commercial development (e.g., Lakeforest Mall, Gaithersburg Square Shopping Center). A moderate amount of residential and commercial development is underway or planned in the overall area. The National Institutes of Standards and Technology, Montgomery County Airpark, and Gaithersburg Fairgrounds are also in this area.
- **North Bethesda:** This area comprises approximately nine square miles and has a projected 2005 population of 48,100. Approximately half of the housing is multi-family units, with the remainder single family detached homes. Prominent features and facilities in this area include the White Flint Mall, Georgetown Square and Wildwood Shopping Centers, White Flint and Grosvenor METRO stations, Nuclear Regulatory Commission headquarters, Strathmore Hall, and the Georgetown Prep School. The area also has numerous highrise office buildings, some of which serve as corporate headquarters (e.g., Marriott Corporation). Isolated light industrial uses are also located in the North Bethesda area. County policies are encouraging redevelopment of land in the vicinity of the White Flint and Grosvenor METRO stations to higher intensity mixed uses. A convention center and hotel have been proposed for a site across from the White Flint METRO station.

### Transportation

With Interstate 270 as its spine, the planning area has a significant road structure including Interstate 370, a portion of Interstate 495, and State Routes 355, 28, 124, 117, 118, 119 (Great Seneca Highway), 121, and 187. Major county roads in this planning area include Randolph Road, Montrose Road, Gude Drive, Shady Grove Road, MidCounty Highway, Montgomery Village Avenue, Middlebrook Road, and Father Hurley Boulevard.



Existing motor vehicle traffic patterns create pockets of congestion during the work week AM\PM peak traffic hours. This is particularly true for the major north-south highways such as Maryland Route 355 and Interstate 270. Traffic and road related problems are expected to increase as development progresses.

The planning area is also served by MARC commuter rail, METRO Rail, METRO Bus, and Ride-On Bus.

## **Trends in Response to Emergency Incidents**

### Incident Call Load

The I-270 Corridor Fire-Rescue Planning Area will experience a steady increase in the number of fire-rescue incidents, most of which will occur in the more densely developed areas of North Bethesda, Rockville, Gaithersburg, Germantown, and Clarksburg. Fire-rescue incident call load in all planning areas has, historically, been directly proportional to population. This trend is expected to continue in the future.

- **Gaithersburg-Washington Grove Station 8's Area:** The incident call load (i.e., 7245 in CY98 – highest in county; nine box areas averaging 1.0 or greater incidents per day) within this area is excessive, causing a severe demand on Station 8 units as well as units from adjacent stations. This demand will only worsen as the population within Station 8's area increases by about 3900 by 2015. Furthermore, three of Station 8's four primary units responded to over 2500 calls per year in CY98 (i.e., ambulance - 3694, medic unit - 2925, engine - 2757). In addition to running a tremendous number of incidents within their own first-due response area, one or more Station 8 units are responding about six times daily to incidents in other areas (particularly Station areas 28, 29 and 31). This situation, in part, is due to Station 8's medic unit and aerial tower having first-due areas larger than Station 8's first-due area, and the other factor is that all of Station 8's units run frequently into adjacent areas on full assignments or in place of equivalent units that are committed to other calls.
- **Germantown Station 29's Area:** The overall incident call load (i.e., 3933 in CY98, three box areas averaging 1.0 or greater incidents per day) within this area is acceptable at present but will become excessive before 2015, causing a severe demand on Station 29 units as well as units from adjacent stations. This demand will increase sharply as the population within Station 29's area increases from about 57,000 in CY98 to over 90,000 by 2015. Presently, Station 29's ambulance, that station's busiest unit, responded to 2325 calls in CY98. In addition to running a tremendous number of incidents within their own first-due response area, one or more Station 29 units are responding about 3.5 times daily to incidents in other areas (particularly Station 8). This situation, in part, is due to Station 29's medic unit (chase car), rescue squad, and ladder truck having first-due areas larger than

Station 29's first-due area. The other factor is that all Station 29 units run frequently into adjacent areas on full assignments or in place of equivalent units that are committed to other calls.

- **EMS Call Load in Station Areas 8 and 29:** Station 8 and Station 29 presently have guaranteed 24-hour staffing of four EMS units -- Medic 89, Car 293 (medic chase car), and Ambulances 88 and 299. When additional staffing is available, up to three additional ambulances, two at Station 8 (A87, A86) and one at Station 29 (A298), can be placed in service. Of the four units having guaranteed 24-hour staffing, only three have patient transport capability. The medic chase car at Station 29 is not configured for transport, but is equipped with standard advanced life support equipment and staffed by a paramedic. Dispatched along with the chase car is a second EMS unit to transport the patient to the hospital, thus making the chase car immediately available for another ALS incident provided the paramedic did not have to board the transport unit to provide ALS treatment to the patient en route to the hospital.

Incident call load findings indicate that EMS transport units from Stations 8 and 29 frequently respond into one another's first-due areas as well as into other adjoining station areas on a less frequent basis. The findings also indicate that Ambulance 88, Medic 89, and Ambulance 299 are some of the busiest units in the county, averaging 10.1, 8.0, and 6.4 runs per day, respectively. As described above, each of the three units has surpassed or is approaching 2500 incidents per year. With the overall call load increasing at present in the Germantown-Gaithersburg area, particularly the EMS call load, the need for an additional transport unit in the Germantown-Gaithersburg area is evident.

- **Rockville Station 3's Area:** The incident call load (i.e., 5271 in CY98 – second highest in county; four box areas averaging 1.0 or greater incidents per day) within this area is at or above an acceptable level but will become excessive on or before 2015, causing a severe demand on Station 3 units as well as units from adjacent stations. This demand will only increase as the population within Station 3's area increases from about 37,000 in CY98 to almost 47,000 by 2015. During CY98, two of Station 3's five primary units (i.e., ambulance-2865 calls, engine - 2699) exceeded 2500 responses. Furthermore, in CY98, that station's medic unit responded to 2455 incidents, thus almost reaching the 2500-call level. In addition to running a large number of incidents within their own first-due response area, one or more Station 3 units are responding almost nine times daily to incidents in other areas (particularly Stations 23, 31, 28, 8). Part of this situation is due to Station 3's medic unit, rescue squad, and ladder truck having first-due areas beyond Station 3's first-due area, and the other factor is that all of Station 3's units run frequently into adjacent areas on full assignments or in place of equivalent units that are committed to other calls.
- **Rockville Station 31's Area:** The incident call load (i.e., 2507 in CY98) within this area is acceptable at present and is expected to remain so at least through 2015. The demand is expected to increase to almost 3200 by 2015 as the population

within Station 31's area increases from about 48,600 in CY98 to almost 60,000 by 2015. Presently, Station 31's busiest unit is its ambulance, having responded to 1666 calls in CY98. Besides incidents within their own first-due response area, one or more Station 31 units also responded about twice daily to incidents in other areas (particularly Stations 8, 29, 3). This situation, in part, is due to Station 31's ladder truck having a first-due area larger than Station 31's first-due area, and the other factor is that all Station 31 units run periodically into adjacent areas on full assignments or in place of equivalent units that are committed to other calls.

- **Gaithersburg-Washington Grove Station 28's Area:** The incident call load (i.e., 2437 in CY98) within this area is acceptable at present and is expected to remain so for at least the next 15 years. The demand is expected to increase to about 2700 by 2015 as the population within Station 28's area increases from about 30,200 in CY98 to about 34,300 by 2015. Presently, Station 28's busiest unit is its ambulance, having responded to 1939 calls in CY98. Besides incidents within their own first-due response area, one or both Station 28 units also responded about twice daily to incidents in other areas (particularly Stations 8 and 3). This situation is due to Station 28's two units running periodically into adjacent areas on full assignments or in place of equivalent units that are committed to other calls.
- **Hyattstown Station 9's Area:** While the incident call load in Station 9's area is presently the lowest in the county (262 in CY98), it is expected to increase sharply as major development occurs in Clarksburg. The demand is expected to increase to about 1600 by 2015 as the population within Station 9's area increases from its present level of 3110 to about 15,250 by 2015. If a fire-rescue station is opened in Clarksburg, units at that station would likely respond to the vast majority of the incidents occurring in the Clarksburg-Hyattstown area.
- **Laytonsville Station 17's Area:** The incident call load in this area ranks within the lower third of all station areas countywide. During CY98, 762 incidents occurred in Station 17's area. By 2015, about 1000 incidents are expected in Station 17's area (population: 19,700). Presently, the busiest unit at Station 17 is Rescue Squad 17, having run 770 calls during CY98.
- **Rockville Station 23's Area:** The overall station incident call load (i.e., 5388 in CY 98) ranked sixth in the county, with a high percentage of EMS incidents. Considering the large number of basic life support incidents being run by Medic 239 (1549 incidents) versus 1314 advanced life support incidents, the Fire and Rescue Commission determined that an additional BLS unit was justified to handle the increased call load. The result was placing Ambulance 238 in service in August, 1998. Station 23 also provides fire, rescue and emergency medical service backup coverage for Stations 3, 5, 20, 21, 26, and 33.
- **Bethesda Station 26's Area:** The station incident call load (i.e., 4182 in CY 98) was comprised of 1742 fire and 2440 EMS incidents. Station 26 serves a high traffic area including Interstate 495 and Interstate 270, along with Montgomery Mall and

the large number of businesses located in the Rockledge office complex. Station 26 provides fire, rescue and emergency medical service backup coverage to Stations 5, 20, 10, 23, and 33.

### Response Time

Most of the FRC-adopted response time goals are, generally, not being met throughout much of the up-county portion of the I-270 Corridor Fire-Rescue Planning Area, including several high call load box areas. The 5, 6 and 10-minute goals are particularly problematic to meet within the up-county portion of the planning area. The primary reason for this situation is that many stations within the planning area are separated by substantial distances, thus creating large first, second, third and fourth-due response areas; first-due areas ranging in size from 6.6 to 42.6 square miles. Another contributing factor is the number and distribution of medic units, aerial units, rescue squads, and tankers, which sometimes necessitates long responses since these units are not present at all stations. A third major factor is the road network that, because of the type of roadways, their configuration, and the presence of traffic calming devices, can adversely affect response time.

When considering the anticipated distribution of new residents per M-NCPPC master plans, it is further indicated that response time goals will not be met in several high density up-county portions of the I-270 Corridor Planning Area. Major conclusions concerning response time in the I-270 Corridor are discussed below.

- **Germantown:** Unless additional Germantown stations are opened in the southwest and eastern portions of Germantown by 2005, response time goals in this densely-populated area will, for the most part, not be met. If stations are placed in these two areas, then the apparatus requirements at existing Station 29 could be reduced from their present complement to address the resultant reduction in call load and the apparatus can be reallocated to one or both of the proposed new stations. Population density, call load, type of building construction, and related factors point to the need for placing five primary services at the east Germantown station, two or three primary services at the west Germantown station, and possibly a single EMS unit at the existing station. Siting the two new stations in this manner would also improve second, third and fourth-due response throughout much of the up-county area.
- **Clarksburg:** Unless a station is opened in Clarksburg by 2005, response time goals for this densely-populated area of the near future will, for the most part, not be met. If a station is placed here, then Station 9's first-due area would decrease significantly and its call load in the first-due area would be very low, therefore consideration should be given to the reallocation of fire-rescue resources in the Hyattstown-Clarksburg area. The station in Clarksburg would be well situated to respond first-due throughout Clarksburg and second-due to Hyattstown, Damascus and Germantown.

- **Rockville-North Potomac:** Units from Stations 3, 28, and 31 have difficulty meeting many of the response time goals into the area bounded by the Public Services Training Academy to the west, Rio Mall to the north, the King Farm to the east, and Darnestown Road to the south. Because this area presently includes the Life Sciences Center, Shady Grove Hospital, Rio Mall, and many offices buildings, and will eventually include the high-density developments of King Farm and Falls Grove, it is evident that a new station will be needed in this area by 2006-2008. This station would be ideally situated to provide second, third and fourth-due coverage to Potomac, North Potomac, Rockville, and Gaithersburg.

Station 23 units (ambulance, medic unit, engine, aerial unit) are, generally, able to meet 5, 6, 8 and 9-minute response time goals throughout much of their south Rockville first-due area. The lone exceptions are the Tuckerman Road corridor and Tilden Lane corridor where the five and six minute goals for ambulance and engine response cannot, generally, be met.

- **Gaithersburg-Montgomery Village:** Station 8's area is too large for Station 8's ambulance and engine to reach portions of their first-due area within the 5 and 6-minute goals, including high call load box areas 8-2, 8-5, 8-7, 8-8. It is also difficult for units from surrounding stations to meet the 10-minute response time goal into many of Station 8's box areas. The siting of proposed new stations in adjoining station areas (e.g., a Germantown station east of I-270, new station in the Travilah-Shady Grove area) should address this response time issue to some degree.
- **Laytonsville:** Despite the inability of Station 17 units and other up-county units to reach the majority of this large area (42.6 sq. mi.) within response time goals, the area, both now and in the foreseeable future, is not expected have sufficient density and call load to warrant an additional station. Since its highest call load area is in the East Village section of Montgomery Village, and because Station 17's engine and ambulance can only partially meet the 5 and 6-minute response time goals to that area, consideration should be given to relocating Station 17 closer to the East Village if/when that station is rebuilt. A station sited in this manner would also help to alleviate some of the service delivery need in the northern portions of Station 8's area.

### **Fire and Rescue Resources**

Seven local fire and rescue departments provide primary service to the I-270 Corridor Fire-Rescue Planning Area: Bethesda Fire Department, Rockville Volunteer Fire Department, Kensington Volunteer Fire Department, Gaithersburg-Washington Grove Fire Department, Germantown Volunteer Fire Department, Hyattstown Volunteer Fire Department, and Laytonsville District Volunteer Fire Department.

## Facilities

Thirteen fire station facilities serve the planning area's 450 Fire Demand Zones. Seven of these fire stations are located within the I-270 Corridor Fire-Rescue Planning Area: Bethesda Fire Station 26; Gaithersburg Fire Stations 8 and 28; Germantown Fire Station 29; and Rockville Fire Stations 3, 23, and 31.

<b>I-270 Corridor Fire-Rescue Planning Area Fire Stations</b>		
Facility	Location	Number and Percent of Fire Demand Zones in Planning Area
Bethesda FS 20 *	9041 Old Georgetown Road	4 out of 23 (17.4%)
Bethesda FS 26	6700 Democracy Boulevard	5 out of 26 (19.2%)
Gaithersburg FS 8	801 Russell Avenue	181 out of 184 (98.4%)
Gaithersburg FS 28	7272 Muncaster Mill Road	71 out of 116 (61.2%)
Germantown FS 29	2001 Crystal Rock Drive	64 out of 80 (80.0%)
Hyattstown FS 9 *	25801 Frederick Road	6 out of 29 (20.7%)
Kensington FS 5 *	10620 Connecticut Avenue	4 out of 23 (17.4%)
Kensington FS 21 *	12500 Veirs Mill Road	4 out of 11 (36.7%)
Laytonsville District FS 17 *	21400 Laytonsville Road	5 out of 75 (6.7%)
Rockville FS 3	380 Hungerford Drive	41 out of 51 (80.4%)
Rockville FS 23	121 Rollins Avenue	45 out of 45 (100.0%)
Rockville FS 31	12100 Darnestown Road	16 out of 73 (21.9%)
Rockville FS 33 *	11430 Falls Road	4 out of 54 (7.4%)
* Facility Located Outside the I-270 Corridor Planning Area		

Considering the existing and projected incident call load in the I-270 Corridor Planning Area and the inability of fire-rescue units to meet FRC-approved response times throughout a significant portion of the central and northern areas of the overall planning area, additional fire-rescue stations are clearly needed. As a result of Phase 1 of their study, the Station Location and Resource Allocation Work Group has recommended that additional fire-rescue stations be sited within the I-270 Corridor as follows:

- In the vicinity of Route 117 (Clopper Road) and Route 118 (Darnestown-Germantown Road) in west Germantown
- In the vicinity of Route 355 (Frederick Road) and Route 118 in east Germantown
- In the vicinity of Route 355 and Stringtown Road in Clarksburg.

Specific recommendations, and a brief discussion concerning the need for each of these new stations, appear below.

#### **RECOMMENDATION K-5.1:**

**Construct a new Class II fire-rescue station in the vicinity of Route 117 (Clopper Road) and Route 118 (Darnestown-Germantown Road) to serve the western and southern portions of Germantown. The station should be configured to house an appropriate complement of fire-rescue units that will effectively serve existing and future fire and rescue service needs of the community.**

Discussion: The station should be located in close proximity to the Kingsview Village and Clopper Village, in west Germantown. From a service delivery perspective, the ideal location would be at the intersection of Routes 117 and 118. An alternate location of choice is the intersection of Route 117 and Great Seneca Highway, located 0.5 mile east of the preferred site.

The west Germantown station would offer the following advantages:

- Would be located in a high call load area (present and future)
- Quick and easy access in all directions:
  - North/south – Routes 118, Great Seneca Highway
  - East/west – Route 117, Riffle Ford Road, Father Hurley Blvd.
- Be strategically located to respond second, third or fourth-due to the northern and eastern portions of Germantown, the Gaithersburg/Montgomery Village area, the North Potomac area, and western portions of the county (i.e., Boyds, Poolesville, Barnesville, etc.).
- Reduce the number of long runs for Station 28 units to box alarms in Germantown, thus increasing their availability for incidents in the busy Gaithersburg/Montgomery Village area.
- County would retain existing Station 29 facility for fire-rescue service delivery and possibly multiple community services (e.g., County Police facility, emergency medical treatment facility). Maintaining an adequate public safety presence in the vicinity of the future Town Center is a high priority.

## **RECOMMENDATION K-5.2:**

**Construct a new Class I fire-rescue station in the vicinity of Route 355 (Frederick Road) and Route 118 (Darnestown-Germantown Road) to serve the eastern and northern portions of Germantown. The station should be configured to house an appropriate complement of fire-rescue units that will effectively serve existing and future fire and rescue service needs of the community.**

Discussion: The station should be located in close proximity to the Neelsville Village and Middlebrook Village, and to businesses along the Route 355 corridor. From a service delivery perspective, the ideal location would be at the intersection of Routes 355 and 118. An alternate location of choice is the intersection of Route 355 and Middlebrook Road, located 0.8 mile south of the preferred site.

The east Germantown station would offer the following advantages:

- Would be located in a high call load area (present and future)
- Quick and easy access in all directions:
  - North/south – Route 355, Route 27, I-270
  - East/west – Route 118, Middlebrook Road
- The new site would balance the call load between Germantown stations, offer better protection to the large number of residents and businesses east of I-270, and still provide adequate first-due (fire suppression) or second-due (EMS) response to portions of the Churchill Village, future Town Center, and Gunners Lake Village.
- Provide more timely response to residents of Neelsville Village and Middlebrook Village, and to businesses along the Route 355 corridor (i.e., Neelsville Shopping Center, Fox Chapel Shopping Center, Middlebrook Village Shopping Center).
- Strategically located to respond second or third-due to portions of Clarksburg, Gaithersburg /Montgomery Village, Damascus, and Laytonsville.
- Reduce the number of long runs for Station 28 units to box alarms in Germantown, thus increasing their availability for incidents in the busy Gaithersburg/Montgomery Village area.
- County would retain existing Station 29 facility for fire-rescue service delivery and, possibly, multiple community services (e.g., County Police facility, emergency medical treatment facility). Maintaining an adequate public safety presence in the vicinity of the future Town Center is a high priority.



### **RECOMMENDATION K-5.3:**

**Construct a new Class I or II fire-rescue station in the vicinity of Route 355 (Frederick Road) and Stringtown Road to serve Clarksburg. The station should be configured to house an appropriate complement of fire-rescue units that will effectively serve existing and future fire and rescue service needs of the community.**

Discussion: The station should be located in close proximity to the Clarksburg Town Center and the Gateway Center complex. From a service delivery perspective, the ideal location would be at the intersection of Route 355 and Stringtown Road. An alternate location of choice is the intersection of Route 355 and existing Route 121, located 0.3 mile north of the preferred site.

The Clarksburg station would offer the following advantages:

- Would be located in a high call load, high density area of the future
- Quick and easy access in all directions:
  - North/south – Route 355, I-270
  - East/west – Route 121, Stringtown Rd.
- Strategically located to respond second-due to Hyattstown, Damascus and Germantown.
- Strategically located for protecting the projected 1 million square feet of commercial property in the Gateway Center.

## Staffing

The collective staffing patterns for these fire and rescue stations is 311 career and 366 volunteer personnel.

<b>I-270 Corridor Fire-Rescue Planning Area 1993 Station Staffing Patterns</b>			
Fire Station	Career*	Volunteer**	Total
Bethesda FS 20	29	0	29
Bethesda FS 26	25	0	25
Gaithersburg FS 8	40	46	86
Gaithersburg FS 28	21	3	24
Germantown FS 29	23	48	71
Hyattstown FS 9	11	32	43
Kensington FS 5	19	27	46
Kensington FS 21	21	26	47
Laytonsville District FS 17	17	47	64
Rockville FS 3	29	94	123
Rockville FS 23	37	0	37
Rockville FS 31	24	36	60
Rockville FS 33	15	7	22
<b>Totals</b>	<b>311</b>	<b>366</b>	<b>677</b>
* Provided by the Department of Fire and Rescue Services			
** Fire and Rescue Commission, 11/93 certified list of IECS participants			

## Apparatus

A total of 113 fire and rescue vehicles are assigned to the fire and rescue stations, 99 of which are primary units and 14 serving as reserves. There are 34 suppression units and 20 ambulance units. Rescue, support and special units make up the balance of the vehicle fleet.

AMENDMENT #5: Amend Part K-5, Potomac Fire-Rescue Planning Area, on pages 124-130, to read as follows:

## **7. POTOMAC FIRE-RESCUE PLANNING AREA**

### **Introduction**

The Potomac Fire-Rescue Planning Area includes the Maryland-National Capital Park and Planning Commission master plan areas of Darnestown (24), Potomac (25), and Travilah (29). The area encompasses 72.4 square miles and is generally bordered by Interstate 495, Interstate 270 and the I-270 Spur to the east, the city limits of Rockville and Maryland Route 28 to the north, Seneca Creek to the west, and the Potomac River to the south.

#### **Potomac Fire-Rescue Planning Area**

Note: Map is retained

### **Community Demographics**

Present population in the Potomac Planning Area, as well as population forecasts, indicate that the area comprised of Travilah, Trville, and portions of North Potomac is currently in need of additional fire-rescue resources. Demographic features of each of the fire-rescue station areas located within the Potomac Planning Area are described below.

**Rockville Station 33's Area:** Because the population in this area is expected to increase by about 6200 (22.4%) by 2015, totaling about 33,900, and the new residents will reside mostly in the western and northern portions of the area, the need for a new station in or near the northern or western section should be considered.

**Cabin John Station 30's Area:** Based on an expected population increase of only 2500 by 2015, the need for additional primary fire-rescue resources is not supported.

**Cabin John Station 10's Area:** Based on an expected population increase of only 1800 by 2015, the need for additional fire-rescue resources is not supported.

## Community Characteristics

### Land Use

The Potomac Fire-Rescue Planning Area includes mature developed areas such as Cabin John and Potomac Village, and growing areas such as Travilah, Traville, and Darnestown. The planning area is predominantly residential in nature, with a limited number of retail and commercial establishments scattered in a few locations. The residences in this area are mostly large single family detached homes and estates, typically sited on lots averaging two acres or more. Major retail/commercial land uses within this planning area include Potomac Place Shopping Center and Travilah Square Shopping Center. The area also has several public and private schools, country clubs, and parkland. In addition, the Shady Grove Campus of the University of Maryland is located in the Potomac Planning Area.

With the exception of the Cabin John Watershed, the immediate vicinity of Potomac Village, properties along River Road, and several other small areas, the Potomac Subregion is outside the area served by public water and sewer. Most of Darnestown and about half the Travilah area are likewise not serviced by public water and sewer. Areas lacking municipal water are served by wells and septic systems, and most new developments and individual properties will be served by wells and septic systems.

A significant portion of the planning area is in open recreational areas, including several golf courses and park land. The Potomac River borders this planning area to the south. Annually, about three million tourists use the Potomac River, C&O Canal, and Great Falls Park. When river levels are normal or high, the portion of the Potomac River in this area has many Class V (extremely difficult) and Class VI (nearly impassible and extremely dangerous) rapids. The Fire and Rescue Service receives approximately 50 calls per year for water-related rescues here. Fire and Rescue emergency responses to these recreational areas generally require a large deployment of resources for extended periods of time.

The Potomac Planning Area includes several specific occupancies or businesses that create special or high demand for fire and rescue service delivery:

- Montgomery Mall
- Naval Surface Warfare Center at Carderock
- National Lutheran Home, and Potomac Manor Care
- U.S. Postal Training Academy
- WSSC and City of Rockville filtration plants
- Three stone quarries

Unlike other areas of Montgomery County, the Potomac Fire-Rescue Planning Area is anticipated to maintain its predominantly residential community environment. Relatively little commercial growth is seen for this planning area through at least 2015. Any increase in commercial use will be dominated by the development of retail service,

buildout of existing employment, and development focused around a small number of employment and transportation nodes.

While growth and development are occurring in many portions of the Potomac Planning Area, the most significant growth is taking place in the Travilah-Traville area. The 192-acre Traville development, adjacent to the Shady Grove Campus of the University of Maryland, is expected to have 750 high-density dwelling units and up to 1.5 million square feet of office, R&D, commercial, and retail space.

### Transportation

The Potomac Planning Area's transportation network currently contains few arterial roadways (e.g., River Road, Route 28, Falls Road, Seneca Road, MacArthur Boulevard). Primary and secondary residential roadways dominate the road network in this area. Many of the roads are narrow and contain sharp curves and hidden entrances. In addition, some of these roadways carry the "rustic road" designation, thus the likelihood of future road improvements is low. Complicating the timely response of fire-rescue vehicles are the presence of numerous speed humps and traffic circles along several primary and secondary streets throughout the planning area.

Because of the predominance of residential commuters, motor vehicle traffic patterns often create pockets of congestion during the work week AM\PM peak traffic hours. This congestion centers on the limited number of major roads in the planning area, including Darnestown Road, Darnestown-Germantown Road, Falls Road, Quince Orchard Road, and River Road. Additional congestion occurs at the access points to Interstates 270 and 495.

With an increasing population anticipated within the planning area, an increase in vehicular trips is expected. Because the *Potomac Sub-Region Master Plan* calls for roads in this area to generally remain two-lane in width, emphasis will be on improving traffic operations, not road expansion. At a minimum, the integration of designing roadways to include hard shoulders and incorporating improvements to area bridges are considered necessary for the continued access and mobility of fire and rescue vehicles.

### **Trends in Response to Emergency Incidents**

#### Incident Call Load

The Potomac Fire-Rescue Planning Area will experience a steady increase in the number of fire-rescue incidents, most of which will occur in the more densely developed areas of The Willows and Traville. Fire-rescue incident call load in all planning areas, including the Potomac Planning Area, has historically been directly proportional to population. This trend is expected to continue in the future.

**Station Area 33:** The incident call load in this area ranks within the lower third of all station areas countywide. During CY98, Station 33's area experienced 1534 incidents.

By 2015, Station 33's area (population: 33,900) is expected to experience approximately 2000 incidents. Together, units from Stations 33 and 30 responded about 3.5 times daily into other station areas, including each other's area. Presently, the busiest unit at Station 33 is Ambulance 339, having run 1120 calls during CY98.

**Station Area 30:** The incident call load in this area ranks within the lower third of all station areas countywide. During CY98, 892 incidents occurred in Station 30's area. By 2015, Station 30's area (population:13,550) is expected to experience approximately 1125 incidents. Presently, the busiest unit at Station 30 is Medic 309, having 867 responses in CY98.

**Station 10's Area:** The station incident call load (i.e.,1698 in CY98) ranks seventh lowest in the county. Station 10 provides engine, truck, ambulance, river rescue, and brush unit services. In addition to EMS and fire incidents, their primary responsibility, along with Station 30, is to respond to Potomac River rescue incidents from Chain Bridge to Seneca. Station 10 provides backup engine, truck, and ambulance service to Stations 11, 26, 30, and 52.

### Response Time

In general, the most densely populated portions of the area served by Stations 33 and 30 can be reached by fire-rescue units within response time goals. The western and northwestern portions of this area cannot be reached within response time goals but, for the most part, these areas are low-density residential in composition. The exception is the extreme northwestern portion of Station 33's area (i.e., Box areas 33-11 and 33-13) that include new high-density residential developments which fire-rescue units cannot, generally, reach within response time goals. While the western portion of Station 30 and 33's areas lack sufficient density and call load to warrant the addition of a new station, the densely-populated northwestern portion of 33's area should be considered a candidate location for a fire-rescue station. A new station in the nearby Travilah-Traville area would address the needs of this portion of Station 33's area.

The most densely populated portions of the area served by Station 10 can, generally, be reached by fire-rescue units within the six minute goal for ambulance and engine response and the nine-minute goal for a special service unit (i.e., Truck 10). The same holds true for the portion of Interstate 495 that runs through Station 10's area, with the exception of the portion south of Persimmon Tree Road including the American Legion Bridge at Cabin John. The 8-minute goal for medic unit response can be met in the western and eastern portions of Station 10's area by Medic 309 and a medic unit from the Bethesda-Chevy Chase Rescue Squad, respectively, but not in the center portion of the area along the Seven Locks Road corridor.

### Fire and Rescue Resources

Five local fire and rescue departments provide primary service to the 143 Fire Demand Zones within the Potomac Fire-Rescue Planning Area. These

organizations include the Cabin John Park Volunteer Fire Department, Rockville Volunteer Fire Department, Bethesda Fire Department, Bethesda-Chevy Chase Rescue Squad, and Germantown Volunteer Fire Department.

<b>Potomac Fire-Rescue Planning Area Fire and Rescue Stations</b>		
Facility	Location	Number and Percent of Fire Demand Zones in Planning Area
Bethesda FS 26 *	6700 Democracy Boulevard	11 out of 26 (42.3%)
Cabin John FS 10	8201 River Road	14 out of 14 (100.0%)
Cabin John FS 30	9404 Falls Road	20 out of 20 (100.0%)
Germantown FS 29 *	20100 Aircraft Drive	2 out of 80 (2.5%)
Rockville FS 31 *	12100 Darnestown Road	46 out of 73 (63.0%)
Rockville FS 33	11430 Great Falls Road	50 out of 54 (92.6%)
Bethesda-CC RS 1 *	5020 Battery Lane	
* Facility Located Outside the Potomac Planning Area		

Three of the seven fire and rescue facilities serving the planning area are located in the planning area -- Stations 10, 30, and 33. Station 10 and 33 are in good condition. Station 30 has inadequate interior space and is on a small site, therefore it needs to be replaced or renovated.

#### **RECOMMENDATION K-7.1:**

**Cabin John Station 30 should be renovated or replaced within the vicinity of existing Station 30.**

Considering the existing and projected incident call load in the Potomac Planning Area (see above) and the inability of fire-rescue units to meet FRC-approved response times throughout a significant portion of the planning area, primarily the Travilah sub-region (see above), an additional fire-rescue station is clearly needed. As a result of Phase 1 of their study, the Station Location and Resource Allocation Work Group has recommended that an additional fire-rescue station be sited within the Potomac Planning Area in the vicinity of Shady Grove Road and Piney Meeting House Road.

The proposed station should be located in close proximity to existing residential communities in western Rockville, Shady Grove and Travilah, as well as the future Traville and Fallsgrove developments, Shady Grove Adventist Hospital, and Life Sciences Center. From a service delivery perspective, the ideal location would be along the newly-opened section of Shady Grove Road in the future Traville development.

The Travilah-Shady Grove station would offer the following advantages:

- Would be located in a high call load area (present and future), including the existing and planned developments of Hunting Hill, Traville, The Willows, and Fallsgrove; Life Sciences Center; Shady Grove Hospital; Shady Grove Research Office Center; and the commercial/industrial area along Shady Grove Road east of I-270.
- Quick and easy access in all directions:
  - North/south – Shady Grove Road, Travilah Road, I-270, Great Seneca Highway, Piney Meeting House Road
  - East/west – Darnestown Road., Key West Blvd., Research Blvd.
- Be strategically located to respond second or third-due to the King Farm, Rio Mall, North Potomac, The Kentlands, Potomac, and Darnestown areas.

#### **RECOMMENDATION K-7.2:**

**Include as an amendment to *the Potomac Sub-Region Master Plan*, the recommendation to construct a new Class II fire-rescue station in the Travilah-Shady Grove area in the vicinity of Shady Grove Road and Piney Meeting House Road. The station should be configured to house an appropriate complement of fire-rescue units that will effectively serve existing and future fire and rescue service needs of the community.**

By amending the *Potomac Sub-Region Master Plan* with this recommendation, the provision for station siting and land acquisition, using the County's Advanced Land Acquisition Revolving Fund (ALARF), will be established.



## Staffing

The collective staffing patterns for these fire and rescue facilities are 130 career and 294 volunteer personnel.

<b>Potomac Fire-Rescue Planning Area 1993 Station Staffing Patterns</b>			
Fire Station	Career*	Volunteer**	Total
Bethesda FS 26	25	0	25
Bethesda-CC RS 1	3	184	187
Cabin John FS 10	18	16	34
Cabin John FS 30	22	3	25
Germantown FS 29	23	48	71
Rockville FS 31	24	36	60
Rockville FS 33	15	7	22
<b>Totals</b>	130	294	424
* Provided by the Department of Fire and Rescue Services			
** Fire and Rescue Commission, 11/93 certified list of IECS participants			

## Apparatus

A total of 69 fire and rescue vehicles are assigned to the fire and rescue stations. Of these, 61 are primary units and 8 reserve units. There are 18 fire suppression units and 16 ambulance units with the balance in rescue and support units.

AMENDMENT #6: Amend Appendix A, page A-5, to read as follows:

- K-2.1: Continued operation of Hyattstown Station 9 by providing County staffing to the Hyattstown Volunteer Fire Department, and to assign the new Clarksburg station to the Hyattstown Volunteer Fire Department. The complement of apparatus at the Clarksburg station would include re-deployed equipment from the Hyattstown Volunteer Fire Department. Resource allocation for the operation of Station 9 and the Clarksburg station, as with any County station within the Fire Rescue Service, will be consistent with the continuing need for the fire and rescue services.
- K-5.1: Construct a new Class II fire-rescue station in the vicinity of Route 117 (Clopper Road) and Route 118 (Darnestown-Germantown Road) to serve the western and southern portions of Germantown. The station should be configured to house an appropriate complement of fire-rescue units that will effectively serve existing and future fire and rescue service needs of the community.
- K-5.2: Construct a new Class I fire-rescue station in the vicinity of Route 355 (Frederick Road) and Route 118 (Darnestown-Germantown Road) to serve the eastern and northern portions of Germantown. The station should be configured to house an appropriate complement of fire-rescue units that will effectively serve existing and future fire and rescue service needs of the community.
- K-5.3: Construct a new Class I or II fire-rescue station in the vicinity of Route 355 (Frederick Road) and Stringtown Road<sup>1</sup> to serve Clarksburg. The station should be configured to house an appropriate complement of fire-rescue units that will effectively serve existing and future fire and rescue service needs of the community.
- K-7.1 Cabin John Station 30 should be renovated or replaced within the vicinity of existing Station 30.
- K-7.2: Include as an amendment to the *Potomac Sub-Region Master Plan*, the recommendation to construct a new Class II fire-rescue station in the Travilah-Shady Grove area in the vicinity of Shady Grove Road and Piney Meeting House Road. The station should be configured to house an appropriate complement of fire-rescue units that will effectively serve existing and future fire and rescue service needs of the community.

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<sup>1</sup> The intersection of Route 355 and Stringtown Road is the location where the future realigned Route 121 will intersect Route 355 on the west side of the intersection.